

**REMARKS**

Entry of the foregoing, reexamination and reconsideration of the subject application are respectfully requested in light of the amendments above and the comments which follow.

As correctly noted in the Office Action Summary, claims 1-26 were pending. By the present response, claims 1-3 have been amended and claims 27-30 has been added. Thus, upon entry of the present response, claims 1-30 remain pending and await further consideration on the merits.

Support for the foregoing amendments can be found, for example, in at least the following portions of the disclosure: the original claims and the drawing figures.

***ALLOWABLE SUBJECT MATTER***

Applicants note with appreciation the indication that claims 4-26 are allowed and the indication of allowable subject matter in objected claims 2 and 3. By the present response, claims 2 and 3 have been written in independent form and are therefore considered allowable.

***CLAIM REJECTIONS UNDER 35 U.S.C. §102***

In the Official Action, beginning at paragraph 2 on page 2, claim 1 stands rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 6,089,683 issued to Anderton et al. (hereafter "*Anderton et al.*"). Applicants respectfully traverse this rejection.

Claim 1 is directed to a track pin bushing for cooperating with a track pin in an endless track. The track pin bushing comprises a tubular body formed of an iron-based alloy and a wear-resistant coating. The tubular body includes a first end and a second end, an outer surface that is case-hardened in at least a section thereof, and an inner surface having an inner

diameter. The inner diameter defines the circumference of an axial bore extending from the first end to the second end and at least a portion of the outer surface has been removed to a depth sufficient to expose a non-carburized layer of the iron-based alloy. The wear-resistant coating is metallurgically bonded to said non-carburized layer and comprises a fused, hard metal alloy comprising at least 60% iron, cobalt, nickel, or alloys thereof.

The *Anderton et al.* patent discloses a track pin bushing 10 for an endless track of a track-type vehicle. The track bushing 10 is disclosed as having a cylindrical tubular shape. At the first end 20 and the second end 30 of the tubular shape, a circumferential groove (12 and 13, respectively) is formed. See, Figure 1. Deposited within the circumferential groove is an abrasion resistant material. Column 2, lines 51-52. The abrasion resistant material is then bonded to the bushing by laser welding techniques. See column 2, lines 58-59. Thus, *Anderton et al.* is concerned with forming an abrasion resistant surface in a circumferential groove at an end of a tubular shaped track bushing.

Comparing the disclosure in *Anderton et al.* to the claim of the present application at issue here, the *Anderton et al.* patent does not disclose an outer surface that is case-hardened in at least a section thereof. Indeed, *Anderton et al.* does not explicitly recognize that any material of the track bushing could be case-hardened. Further, *Anderton et al.* does not disclose that at least a portion of the outer surface has been removed to a depth sufficient to expose a non-carburized layer of the iron-based alloy. Rather, *Anderton et al.* specifically discloses forming a groove in a first end 20 and second end 30 of the bushing 10 and not in an outer surface of the bushing as presently claimed. In light of at least these differences, Applicants respectfully submit that an anticipatory rejection is improper since *Anderton et al.*

does not disclose the invention as claimed. Accordingly, the rejection of claim 1 should be withdrawn.

### ***NEW CLAIMS***

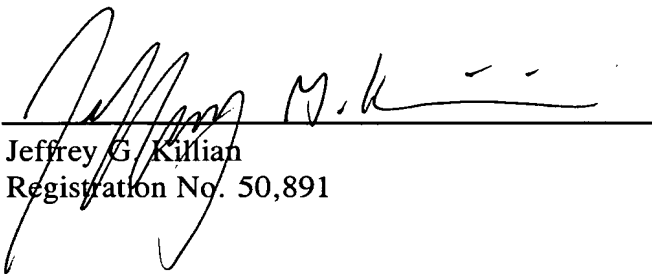
New claims 27-30 define further distinguishing characteristics associated with the claimed track pin bushing. Claim 27 recites that the track pin bushing comprises, *inter alia*, a tubular body and a wear-resistant coating. The tubular body includes an outer surface that is case-hardened in at least a section thereof. At least a portion of the outer surface has been removed to a depth sufficient to expose a non-carburized layer of the iron-based alloy. The wear-resistant coating is metallurgically bonded to said non-carburized layer. The portion of the outer surface that has been removed is on a circumferential surface of the outer surface. The track bushing disclosed in *Anderton et al.* is quite different in that the abrasion-resistant material is deposited within a circumferential groove on an end surface of the tubular shape. This construction is consistent with *Anderton et al.*'s concern with the abrasion on the bearing surfaces adjacent respective ends. See column 1, lines 32-34. The remaining claims 28-30 depend from claim 27 and are also distinguishable over the cited document for at least the same reason as independent claim 27. It is thus submitted that new claims 27-30 are distinguishable over the cited document. An indication of the allowance of claims 27-30 is respectfully requested.

**CONCLUSION**

From the foregoing, further and favorable action in the form of a Notice of Allowance is earnestly solicited. Should the Examiner feel that any issues remain, it is requested that the undersigned be contacted so that any such issues may be adequately addressed and prosecution of the instant application expedited.

Respectfully submitted,

BURNS, DOANE, SWECKER & MATHIS, L.L.P.

By:   
Jeffrey G. Killian  
Registration No. 50,891

P.O. Box 1404  
Alexandria, Virginia 22313-1404  
(703) 836-6620

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